

Huntingdon Station
Pennsylvania Railroad
Fourth and Allegheny Streets
Huntingdon
Huntingdon County
Pennsylvania

HAER No. PA-244

HAER
PA,
31-HUDO,
3-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD

HUNTINGDON STATION

HAER No. PA-244

Location: Fourth and Allegheny streets, Huntingdon, Huntingdon County, Pennsylvania

Date of Construction: 1872

Builder: Pennsylvania Railroad and the H&BT

Present Owner: Penn Central

Present Use: abandoned

Significance: The Huntingdon Station was constructed to serve the Pennsylvania Railroad and the H&BT, consolidating functions previously served by two existing buildings.

Project Information: In February 1987, the Historic American Engineering Record (HAER) and the Historic American Buildings Survey (HABS) began a multi-year historical and architectural documentation project in southwestern Pennsylvania. Carried out in conjunction with America's Industrial Heritage Project (AIHP), HAER undertook a comprehensive inventory of Blair and Cambria counties as the first step in identifying the region's surviving historic engineering works and industrial resources.

The results of this project have been published in Huntingdon County, Pennsylvania: An Inventory of Historic Engineering and Industrial Sites, (1991), by Nancy Shedd, Sarah Heald, editor and published by HABS/HAER for the National Park Service.

Compiler: Nancy Shedd and Ken Heineman, Historians
Gray Fitzsimons and Kenneth Rose, Editors

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History:

DESCRIPTION: This complex of railroad structures includes three buildings adjacent to the main line tracks. Union Depot (1872): the 135' x 35', two-story brick building with decorative brickwork at the eaves and in recessed panels around its windows and doors has a stone foundation below grade, and a hipped roof of asphalt shingles and bracketed eaves. All windows were originally paired with brick arches spanning the openings; all first-story and some second-story windows were replaced with rectangular six-over-one-light windows. The interior retains much original detail. First floor: wainscoting, round cast-iron radiator, oak freight-office counter, labeled mailboxes, early light switches, lavatory fixtures, doors and hardware. Second floor: original arrangement of offices and corridor intact, fireplace with tile hearth, lavatory fixtures, double desk, early fuse box, wainscoting, radiators, original doors. Eastbound Shelter (1905): a 35' x 10', one-story frame structure with a band of windows facing tracks (four of six now infilled); the shelter has a large roof overhang at the eaves; the roof extends 10' over the platform at the west end of the building as a covered shelter. One original waiting room bench remains. Hunt Tower (1900): the 30' x 20', two-story signal tower with a 10' x 10', one-story addition has a first story of brick, second story of frame, and a hipped roof. Tall windows wrap around the building, some of which are now covered with plywood. (See HAER No. PA-245)

HISTORY: The Union Depot was built in 1872 to serve the PRR and the H&BT, which both had used existing buildings as passenger stations. At the time, the PRR tracks were located on Allegheny Street, the H&BT tracks began west of the new depot, and the Pennsylvania Canal passed south of the station, on the present railroad right-of-way. Orientation of the station was toward Allegheny Street, where a roof, supported by iron columns, extended over the sidewalk to shelter passengers and a conical-roofed, second-story tower projected from the northeast corner of the building. These Allegheny Street projections were removed when the station was reoriented southward in 1892.

After the flood of 1889 destroyed the partially abandoned Juniata Division of the canal, the PRR relocated its tracks to the canal right-of-way in many congested areas. In Huntingdon, the tracks were removed from their hazardous location in the middle of a busy street and relaid on the canal bed. This move necessitated relocation of the H&BT tracks as well, to an area on the north bank of the river. Passenger access shifted to the south side of the depot, and broad-roofed shelters were constructed over the new east and westbound platforms. About 1905, a small, enclosed eastbound depot was built under the existing roofed area, and a 25' addition was made to the west

end of the main depot. Relocation of the tracks also was responsible for construction about 1900 of the HUNT switch tower, just north of the tracks at the extreme west end of the platform area.

The Penn Central closed the Huntingdon Depot in 1965, and automation led Conrail to abandon the HUNT tower in 1985. The eastbound shelter remained in use for a number of years as a waiting room for passengers boarding both eastbound and westbound trains. This shelter is no longer in use. The switch tower was saved from demolition by Huntingdon Revitalization & Development, the town's Main Street organization, and is being restored for adaptive use. The interior of the deteriorating depot is threatened by a leaking roof.

Sources:

Photograph Collection, Huntingdon County Historical Society, Huntingdon, Pennsylvania.

Sanborn Map Company. Huntingdon, Pennsylvania. New York: Sanborn Map Company, 1891, 1896, 1901, 1906.

Shedd, Nancy S. An Architectural Study of the Ancient Borough of Huntingdon. Huntingdon: John S. Rodgers Company, 1976.